

HAMMOND

—INDIANA—

THE GREAT INDUSTRIAL AND RAILROAD CENTER

”

OFFICIAL PROSPECTUS, COMPILED AND PUBLISHED BY ALFRED GORDON, Room 509, 115 Dearborn St., CHICAGO, UNDER THE AUSPICES OF THE HAMMOND CITY COUNCIL, BOARD OF TRADE, COMMERCIAL CLUB, COMMERCIAL BANK, FIRST NATIONAL BANK, LAKE COUNTY SAVINGS AND TRUST COMPANY, BUSINESS MEN'S ASSOCIATION

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WITH SIXTY-SIX ORIGINAL ILLUSTRATIONS AND COMPLETE RAILROAD AND STREET CAR MAP. COVER SPECIALLY DESIGNED AND MODELED AT THE ART INSTITUTE, CHICAGO

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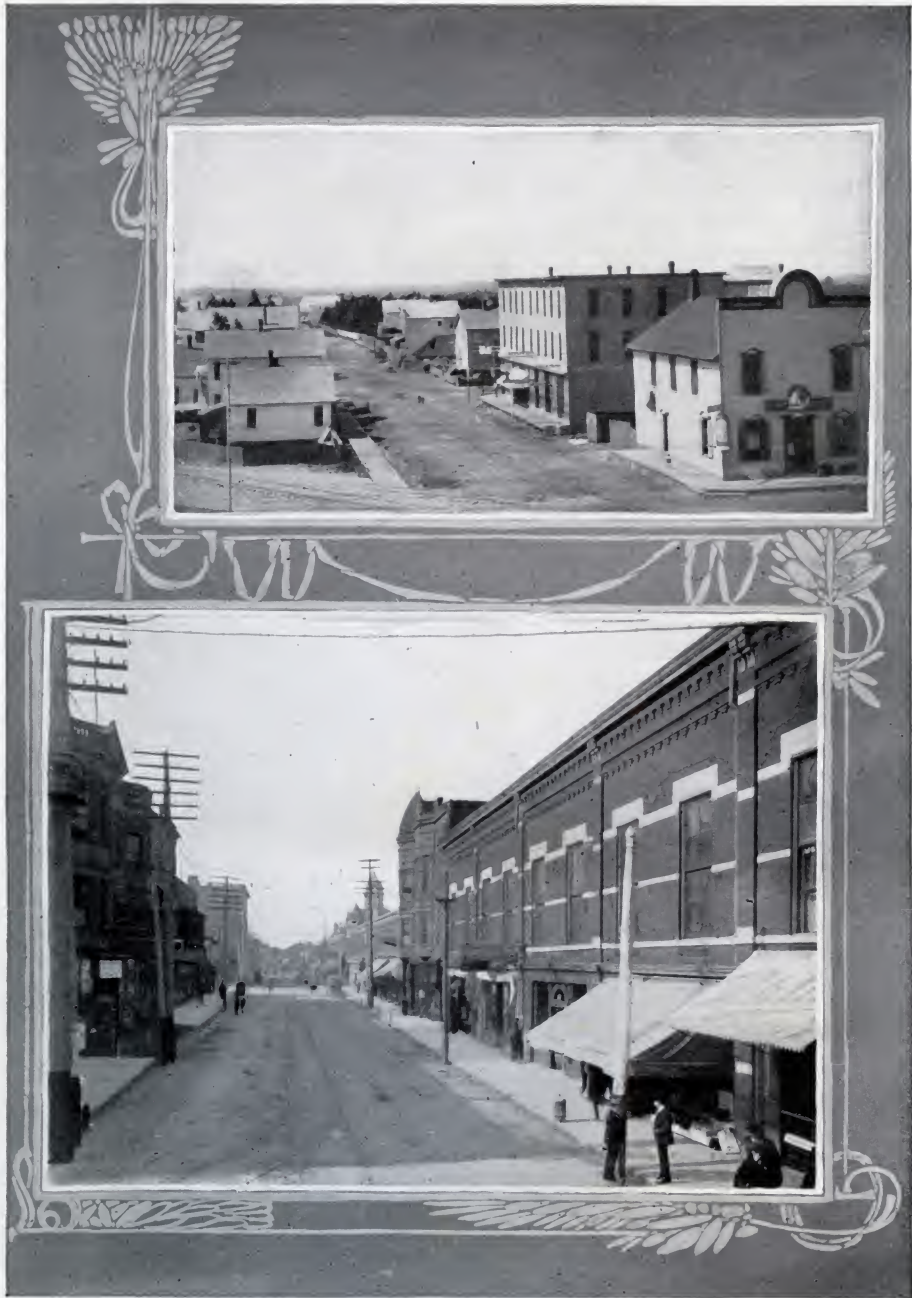


W. B. CONKEY COMPANY, PRINTERS, HAMMOND, INDIANA



HAMMOND BUILDING AND HOHMAN STREET LOOKING NORTH

"The growing towers like exhalations rise,
And the huge columns heave into the skies."—*Pope*



HOHMAN STREET (Business Section)

Twenty Years Ago and To-day

HAMMOND AND THE CALUMET

In selecting words for the expression of his ideas, the North American Indian, wild child of nature, always fits the sound to the sense. He has given us "Calumet," meaning the pipe of peace, and there is something in the sound, as it falls upon the ear, which suggests the soothing and peaceful, a meaning the Indian intended.

In the northern Indiana land, through which flows the broad and quiet river to meet the waters of the lake, lies the region of the Calumet. Do you ask if the name be apt? Take station in Hammond, the center of this river region, and look about. Everywhere you see towering skyward great chimneys, smoke-wreathed from the fires below. They are in number a multitude—the Calumets of the white man, the peace-pipes of industry.

Aye, the Calumets of the white man, the peace-pipes of industry! But the sound does not soothe the senses; for civilization conquered the savage; old things are passed away, and the peace of the twentieth century does not mean quietude. These great chimneys, towering skyward, belch forth their "pillars of cloud by day and their pillars of fire by night" to mark the march of industry; and the noise and din of its travelling are ceaseless. "Men of thought, men of action" are busily clearing the way; and the sturdy hosts of enterprise lead the van. Here, now, "each morning sees some task begun, each evening sees it close; something attempted, something done." Here "life is real, life is earnest," and men "act—act in the living present!" Tubal Cain and Vulcan would rejoice and glorify could they but hear this grim music of steam-whistles and trip-hammers, and clattering freight trains, and everlasting clangor of rattling metals incessantly in the air. Reality is camped on the field of romance; and this practical people interpret the poets literally, materialize their dreams, and coin their grand conceptions into usefulness that benefits mankind.

The Calumet has been the cynosure of the industrial world for a decade. More industries have been located here than in any other spot in the United States in the same period of time, and the increase of population in the city of Hammond, the hub of the industrial wheel of the district, is the marvel of census statisticians.



COMMERCIAL BANK OF HAMMOND

UNIQUE RAILROAD CENTER

Rubbing elbows with Chicago, as its nearest neighbor, this city of northern Indiana is to-day shouldering a large part of the industrial burden which has become too great for the Illinois metropolis.

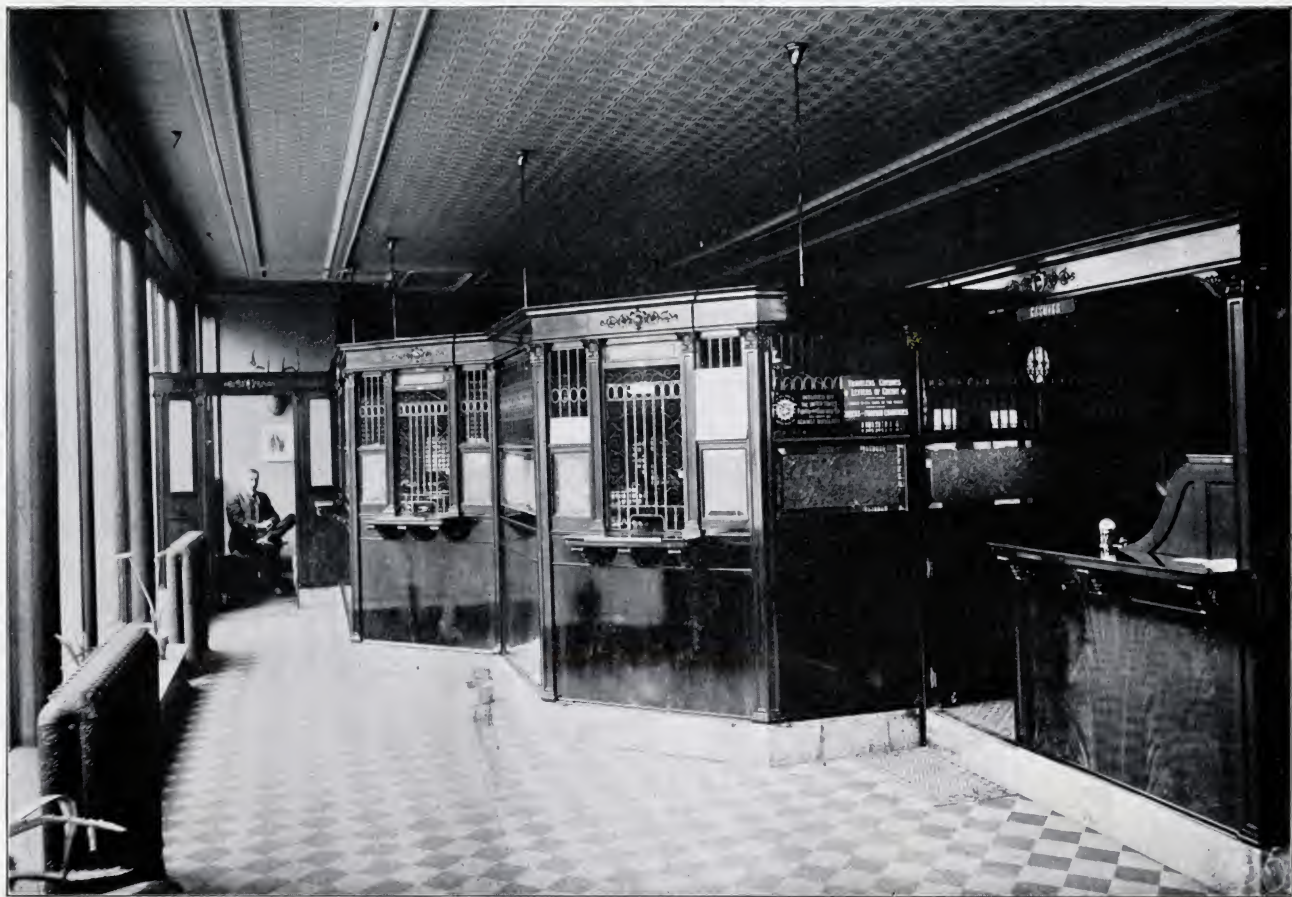
Hammond has been called the most concentrated railroad center in the world, and it is so. With more railways within its corporate limits than any other city on the face of the globe, save Chicago, Hammond has the entire railroad system within an area of some seven square miles. These consist of seventeen different roads—ten great trunk lines and seven belt lines. It is hardly necessary to point out what this means to the interests of the manufacturer.

It means that the Hammond manufacturer has a six hours' start of his competitor in Chicago. In other words, goods sent from Chicago must be on board the cars at noon on the day they are to be shipped, but those from Hammond are already six hours towards their destination. Freight rates to all sections of the country are the same from Hammond or Chicago. Cartage does not enter into the manufacturers' expenses. He loads and receives his commodities upon and from the cars at the very platform of his plant. There is no point on the continent which he can not reach by a rail line from his own doorstep.

The following railroads serve the Hammond manufacturer and business man: The Baltimore & Ohio, the Lake Shore & Michigan Southern, the Pittsburg & Fort Wayne, the Michigan Central, the Pere Marquette, the Wabash, the Monon, the Nickel Plate, the Chicago & Erie, the Cincinnati, Richmond & Muncie, the Elgin, Joliet & Eastern, the Chicago Terminal Transfer, the Chicago Junction Railway Company, the Chicago & Western Indiana, the Chicago, Lake Shore & Eastern, the East Chicago Belt railroad and the State Line & Indiana City railroad.

Electric lines in operation and doing their share of the passenger business are the South Chicago City Railway Company and the Hammond, Whiting & East Chicago Electric Railway Company. Within one year Cincinnati and Chicago will be connected by an electric trolley road which will pass through Hammond.

Side by side with its unsurpassed railroad facilities are the advantages which this region holds for purposes of lake commerce. It is a matter of record that every government engineer officer who has made a study of the subject, has declared that the best natural harbors of northern Indiana and the Chicago region of northern Illinois lie wholly within the



THE FIRST NATIONAL BANK OF HAMMOND

HAMMOND'S INLAND HARBORS

district of the Calumet. It is a fact, acknowledged even by the men whose properties lie on its banks, that the Chicago river is no longer a fit harbor for the great vessels that ply the lakes.

For years the commerce has been drifting steadily to the southward and the eastward. To-day the only harbors into which the grain and ore-bearing vessels of greatest draught may enter are those within this section. At South Chicago the United States government has spent millions for dredging the Calumet river and constructing a harbor. The government funds available for deepening the river were used wisely, and the improvement of the navigable channel of the Calumet was carried to a point one-half mile to the east of Hammond, a distance of fourteen miles by way of the river from the waters of Lake Michigan.

At Indiana Harbor, the East Chicago Company has a canal under construction, which is to connect the harbor with the Calumet river at the point where the government engineers ceased their work. The completion of the canal, work upon which is being rapidly pushed, will make an island of the entire Calumet region, the surrounding river and canal waters being 200 feet wide and 21 feet deep, sufficient to float the largest steamer that ever breasted the waves of Lake Michigan.

This waterway consists simply of the East Chicago canal and the Grand Calumet river. The course it follows is from the harbor, south to the river and thence along the stream to South Chicago. Hammond, however, has another entrance to the lake, between which and the city proper connection will be made within a short time. This means of communication with Lake Michigan will be as deep as the canal and river and will have the advantage of being direct and short. Private enterprise, backed by sufficient funds, is at this moment engaged in constructing a harbor at the mouth of Wolf lake, within the corporate limits of Hammond. It is the intention to make a channel through this lake from north to south and thence to the Grand Calumet in the heart of the city of Hammond. Still another channel will run directly east from Wolf lake, through Lake George, to a junction with the East Chicago canal.

It will take but a glance at the map accompanying this little volume to show that this Calumet region soon will have upon Lake Michigan three magnificent harbors, distant from one another only little more than three miles. Let the eye wander back from the line of the lake shore and it will see that within this island region, which contains about forty



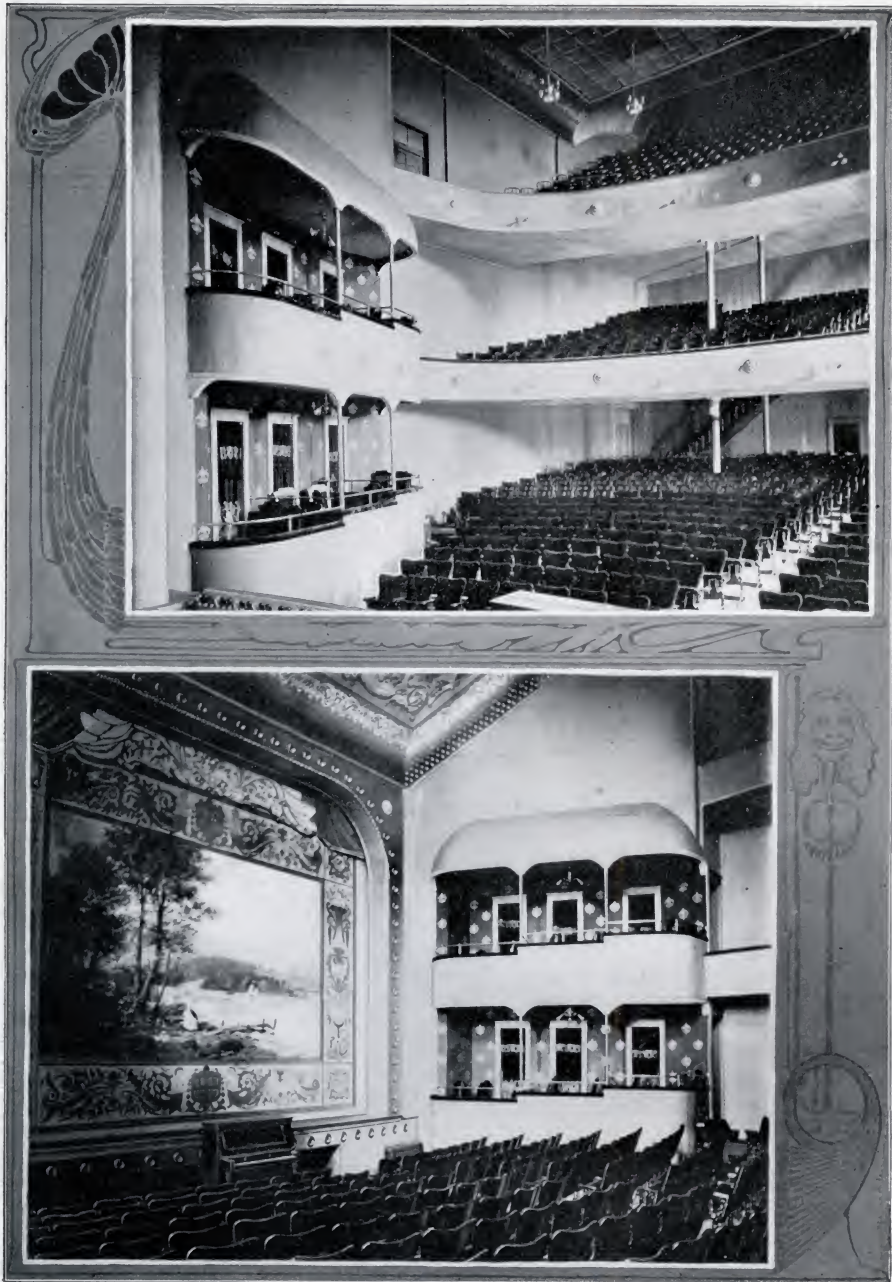
LAKE COUNTY SAVINGS AND TRUST COMPANY

square miles, shortly there will be twenty miles of navigable waters connecting at different points with Wolf and George lakes. The lakes themselves will form great inland harbors, affording practically fifty-five miles of dock frontage.

It was more than a century ago that the government sent Jefferson Davis, who was then a young engineer officer, to the southern shore of Lake Michigan to locate an adequate harbor. The government emissary, with his little following, tramped along the shore line and examined every inlet with painstaking care. He reached the mouth of Wolf lake and there stopped, and turning to his men said, "This is the natural harbor of southern Lake Michigan." Lieutenant Davis stayed for some time at Wolf lake. He mapped the locality and drew up a report upon its practicability for future interlake commercial purposes. At that time Wolf lake needed but little improving to make it available as a harbor for shipping; but the engineer heard that a few miles to the northwest some white men were living. He pushed along the lake shore and finally reached the mouth of the Chicago river. There he found a French-Canadian trader and his pretty daughter. The engineer fell in love. Cupid is notoriously blind, and so it was that the young soldier of Uncle Sam's engineering corps failed to see that the Chicago river was not a fit place for a harbor. Cupid, in this case, at least, proved forgetful as well as blind, and the natural advantages of Wolf lake passed from the officer's memory, and the Chicago river was recommended as a proper site for a fort, "because of the good harbor facilities, which may be bettered in the future." This is not romance, but history.

The whirligig of time brings changes, however, and it is not much more than passing strange that the lapse of a century should see other engineer officers making official reports that the Calumet region is much more blest in natural harbor advantages than is the district which embraces the great city a few miles removed. Love is as blind to-day as he was in 1795, but the keenness of vision of the engineer officer, when not blinded by woman's beauty, is unimpaired.

The benefits to be derived from the great drainage canal, connecting the lakes with the Illinois and the Mississippi rivers and the Gulf of Mexico, will be a factor in the prosperity of the Calumet region. The territory to be included within the sanitary and, as it is eventually to be, ship-canal district is being gradually extended. A bill now pending in



TOWLE OPERA HOUSE

Finest Theater in Northern Indiana—Seating Capacity 1,500

THE MANUFACTURER'S PARADISE

Congress, introduced by Congressman Mann, provides for a connection between the main canal channel and the forks of the Calumet river. There is every prospect for the success of the measure, and the day is not distant when this Calumet district will have the advantages of a commercial waterway extending to the regions of the south.

What of the towns within this Calumet section? We have the city of Hammond, with its 20,000 inhabitants, as the central and potential industrial factor, and about it and sharing its life and prosperity (the result of exceptional advantages of natural location) are Irondale, Hegewisch, Burnham, West Hammond, East Chicago, Whiting, and Indiana Harbor. Within these cities and towns there is a population of 50,000 people. Industries are everywhere. The great factories, pulsing with activity, employ thousands of men. The plants are situated, almost without exception, upon the rivers, lakes and canals, and about them, in every direction, run the tracks of the great trunk railroad lines of the country.

Ere many years this section, so favored by nature, will contain the largest city of Indiana. It is here that the people of Hammond and of the country round and about wish the manufacturer, with his following of labor, to come, to locate and to prosper. Sites free of charge are offered capital upon which to locate factories. The men of Hammond, who look unerringly into the future, are willing to do everything within the limit of reason to encourage the establishment of new industries within the territory where their interests lie.

This region of the Calumet is just such a place as should lie next the heart of the manufacturer. Here converge a multitude of railroad lines; here come the largest of the lake carriers; here may be obtained cheaply, copper, iron and lumber from Michigan, soft coal from Indiana and Illinois, oil and anthracite from Pennsylvania, oil and natural gas from Ohio and from the home state from wells almost at the door-step of the consumer.

In addition to free sites, Hammond stands ready, by means of its excellent water service, to furnish the manufacturer all the water he needs at the cost-price of pumping, a fraction over two cents a thousand gallons. For power and light the manufacturer may have, at prices as low as elsewhere, either electricity or gas. The Commercial Club of Hammond considers it a pleasurable duty to look after the interests of



HAMMOND BUILDING (from Architects' Sketch)

Largest Office Structure in Northern Indiana

HOLABIRD & ROCHE, ARCHITECTS,
CHICAGO

HAMMOND'S GIANT GROWTH

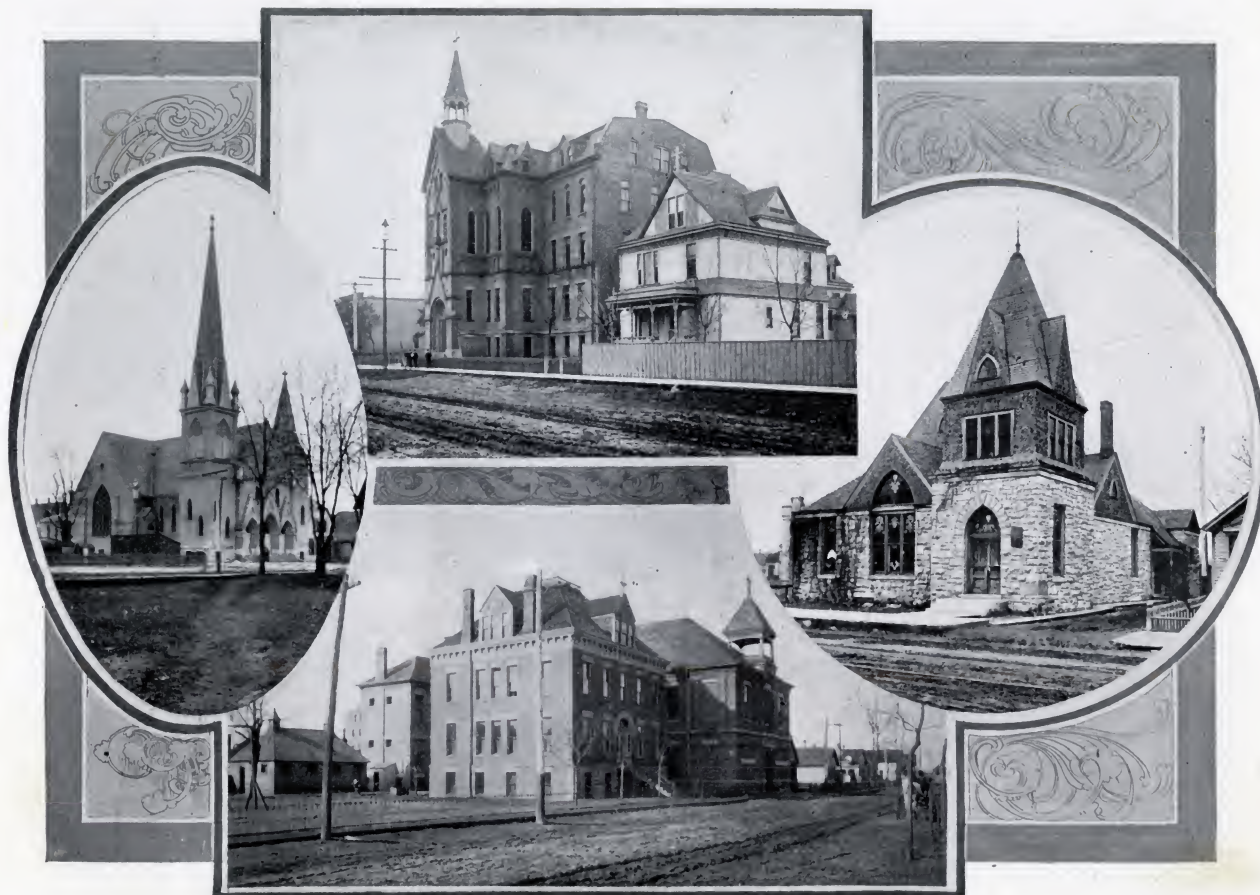
people who will come and remain permanently in the territory between the Grand Calumet and Lake Michigan.

Hammond is not only the home of the workshop, but it is in the truest and highest sense the home of the workman. Here are no squalid tenements, with impure air and badly lighted courts; but in their place are homes with their bits of land and their gardens of flowers, owned by the toilers. "Where a man's home is, there shall his heart be," is a lesson that the employers of Hammond have learned to the advantage of themselves and of those without whose aid their own labor would come to naught. On this abundance of land rests the problem of industrial economics. There is so much room in this Calumet district that manufacturers may build long, broad, low structures. This gives plenty of air and light, and helps to conserve the power, which in sky-scraping structures goes into the hoisting of materials. The same abundance of land enables the laborer to have his own home. This is the one great factor in reducing labor troubles in the Calumet region to a minimum. These conditions contribute to the general health of the community.

The health report of the state of Indiana shows that unsanitary conditions are practically unknown in the land belt which includes the Calumet region. The soil is composed of sand to the depth of about twenty feet, where clay is struck. This insures absolutely perfect drainage, perfect filtering, and healthy conditions of ground and atmosphere, and mud is unknown. The streets of the towns and cities are macadamized, and beyond the municipalities' limits are 253 miles of stone roads, which are easily maintained, and which relieves winter and spring driving of the unpleasant features so often its accompaniment in many parts of the country.

In the city of Hammond there are 20,000 people, which is only 3,000 less than there were in the whole of Lake county a little more than ten years ago. Now, the county contains 53,000 inhabitants, 27,000 of whom are in North township. The growth has been due solely and simply to the great natural advantages of this section for manufacturing purposes.

Hammond adjoins an agricultural district. Its food comes in fresh supply daily from the garden spot which lies just outside its walls. Its fruit and its vegetables are hours fresher (if the expression may be used) than are the garden commodities which find their way to the tables of Chicago via the railroads, the South Water street markets and the retail shops.



ST. PAUL'S LUTHERAN CHURCH

ST. MARGARET'S HOSPITAL
ST. JOSEPH'S ROMAN CATHOLIC CHURCH

FIRST PRESBYTERIAN CHURCH

A CITY OF HOMES

The city of Hammond believes in education. There is no finer public school system to be found in the country than that under the control of this Indiana municipality. School buildings are handsome and well appointed and the teaching staff is composed of earnest, conscientious and highly trained instructors.

There are churches of every denomination. There are three theaters; the newly erected one ranks among the handsomest houses of amusement in the West. The parks are beautiful, with their combination of land and water effects, made possible by the river, Wolf lake and Lake Michigan. To put it briefly and truthfully, this city of the Calumet has all the advantages of its sister city of Chicago, with none of the disadvantages attendant upon life in a crowded metropolis. Hammond is essentially a city of homes. There are fine residences with their surroundings of trees and grounds within the city proper, and beyond, in the suburbs, are hundreds of ideal dwelling-places. Homewood, with its broad avenues, parks, trees, churches and schools, is a residence district that appeals to the man who understands the full significance of the word home.

Hammond's business center, where stand the houses of mart and trade, is substantially and handsomely built. The office buildings are thoroughly modern, and the stores are on a par in appearance and in stock with those of the great cities of the country.

There has just been completed the Superior Court building of Lake county. It is a stone structure of imposing appearance and beautiful architectural design. A new federal building to house the government offices and United States district court, is to be erected. The appropriation for the purpose, \$160,000, is already available. The building will be erected upon a commanding site.

If there be those who are loath to remove themselves too far from a great city, let it be known that Hammond is within forty-five minutes' ride of the heart of Chicago at the present time, and that before the summer season wanes there will be twenty suburban passenger trains a day making the journey in thirty-eight minutes.

Hammond and the Calumet region are natural locations for industry. Hammond invites comparison and investigation to the fullest extent. The more thorough the investigation, the surer will be the conviction that its position is beyond comparison, its advantages and inducements unequalled.



STATE LINE TOWER
The Largest in the United States
HUEHN OPERA HOUSE BLOCK



HAMMOND CITY HALL AND FIRE DEPARTMENT
HENDERSON BUILDING

HAMMOND A CENTER OF TRANSPORTATION

Hammond, Ind., is the railroad hub of the American continent, with seventeen well defined spokes, converging within an area of seven square miles.

Hammond has the lowest freight tariffs in existence, viz., Chicago rates, and with the added advantage, as has been alluded to before, of less delay in transportation.

The four main belt lines completely encircle Chicago, directly connecting with every railroad entering that city. The minor belt lines are confined to the Calumet region. Each of the eleven trunk lines crosses and recrosses the Calumet river and has extensive sidings and switching on its banks. Several of the trunk lines and the four main belt lines have extensive connections and yards adjoining the Chicago river. All of the trunk and belt lines of Hammond have yards, switches, spurs and tracks connecting them with each other and extending to the various industries and industrial sites. The four main belt line systems have more than 800 miles of trackage.

The Elgin, Joliet & Eastern road, with its 200 miles of tracks, traverses twenty-five miles of the lake shore in Indiana. It makes a wide detour around Chicago, at an average of thirty miles from its center. It touches Waukegan, Ill., on the north, West Chicago and Aurora on the west, and Joliet, Coal City and the Indiana lake shore on the south. It intercepts every road that enters Chicago.

The Chicago Junction railway lies within the circle of the inner belt line. It webs the Calumet river country in every direction, touching South Chicago, Hammond, Whiting, and reaching to the stock yards district.

The Chicago Terminal Transfer railroad, from Mayfair on the north, extends south through Maywood, McCook, Blue Island, to Chicago Heights. It also runs south from Twelfth street to Blue Island, skirts the Calumet river region, and reaches East Chicago and Hammond. The Chicago Terminal Transfer railroad is one of the important factors in the development of Hammond and its surrounding country. The present administration is active in efforts toward the furtherance of all plans that will contribute to the mutual interest of the Terminal property and its patrons. Their expansion and the growth of the property, it is properly recognized, must be along lines that are helpful to each other. No other



MEETING-POINT OF THE THREE LINES OF THE HAMMOND, WHITING & EAST CHICAGO ELECTRIC RAILWAY COMPANY
Intersection of Hohman and State Streets

RAILROADS AND THEIR MILEAGE

company exerts itself more to develop the growth of the section it traverses. Inquiries about locations for new industries should be addressed to W. B. Barr, general freight and passenger agent, 300 Grand Central passenger station, Chicago.

The Chicago & Western Indiana, or inner belt line, reaches especially to the stock yards district and the Calumet regions.

The figures showing the mileage of the principal trunk roads which enter Hammond will give an idea of the vast territory covered by these prime promoters of interstate and international commerce:

	MILES
Baltimore & Ohio, - - - - -	5,357
Lake Shore & Michigan Southern, - - - - -	1,413
Pittsburg & Fort Wayne (Penn. N. W. system), - - - - -	1,262
Michigan Central, - - - - -	1,658
Wabash, - - - - -	2,484
Monon, - - - - -	537
Nickel Plate, - - - - -	523
Chicago & Erie, - - - - -	2,587
Cincinnati, Richmond & Muncie, - - - - -	161
Pere Marquette, - - - - -	1,782
Total, - - - - -	17,764

Hammond, Whiting & East Chicago Electric Railway Company.—This company is operating twenty-five miles of railroad in what is known as North township, which comprises Hammond, East Chicago, Whiting and Roby. It is an electric road, as its title indicates. By virtue of a running arrangement with the South Chicago City Railway Company, it runs through cars from Hammond, via Roby and South Chicago, to Sixty-third street and Madison avenue, in Chicago, where connection is made with the Chicago City railway, the "Alley L" railroad and the Illinois Central railroad, thereby delivering passengers to the heart of the city of Chicago. By like arrangement it also runs through cars from Whiting, via Roby and South Chicago, to Sixty-third street and Madison avenue. It also runs cars from Hammond, via East Chicago, to Whiting. The operation of the line has caused a great reduction in fares on the steam railroads between Hammond and Chicago, and has afforded the citizens of Hammond an opportunity of reaching the heart of Chicago, via the Hammond, Whiting & East Chicago Electric railway, upon the payment of fifteen cents, as against the former railroad fare of seventy-five cents for a single trip.

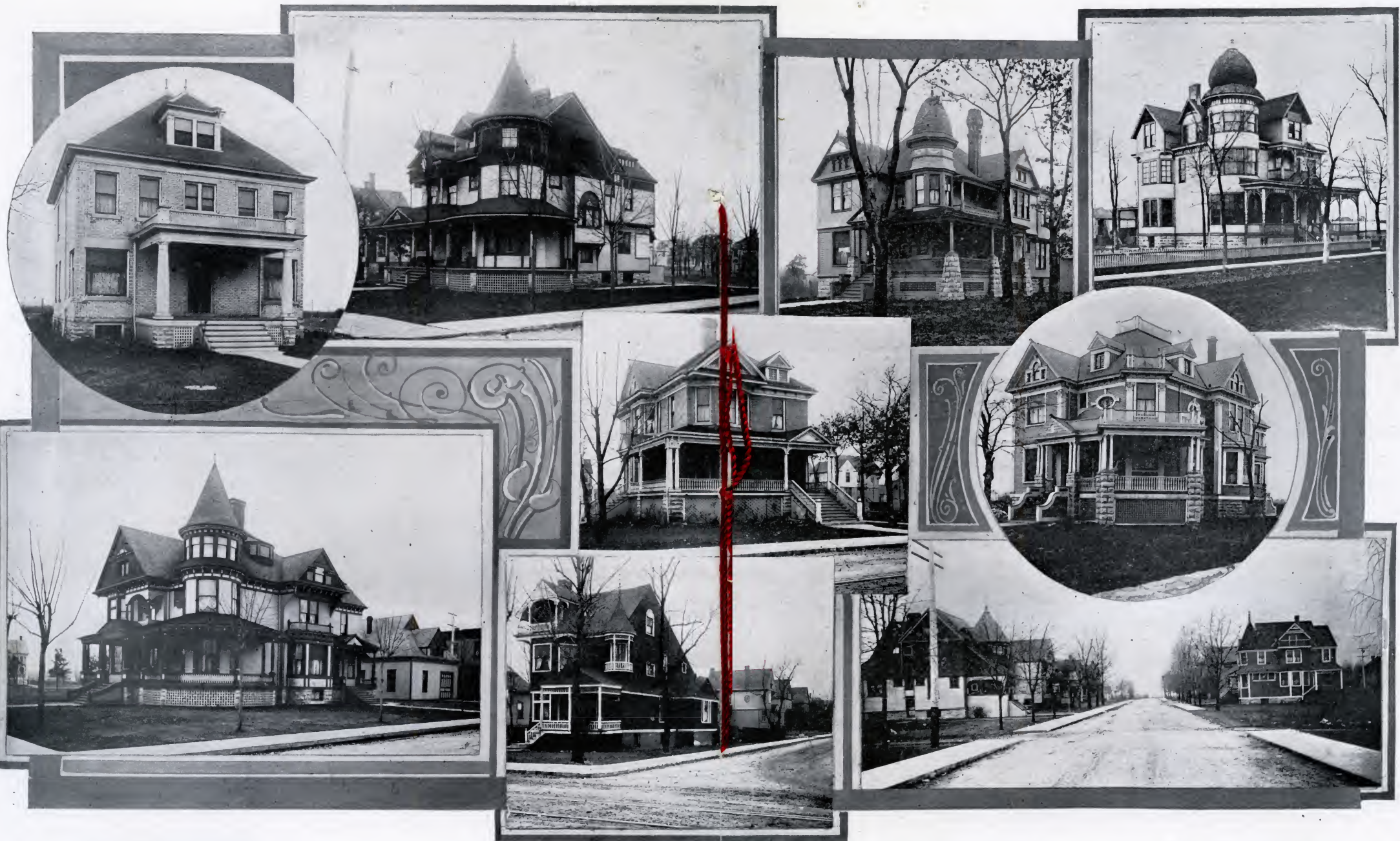


W. B. CONKEY COMPANY'S PLANT
Largest Printing and Binding Establishment in the World

INDUSTRIES OF HAMMOND

W. B. Conkey Company.—Among the industries that have been attracted to Hammond, owing to its unsurpassed shipping advantages, the printing and book-manufacturing plant of the W. B. Conkey Company is *facile princeps*; and one of the best arguments in favor of the Calumet region is the presence of this mammoth industry, the largest and best equipped of its kind in the world. When the plant was erected, some five years ago, it was a distinct departure from the ordinary method of construction, but since then several manufacturers in different parts of the United States and Europe have adopted a similar plan. One huge building, covering five acres, one story in height, the roof being similar in form to a long row of greenhouses, all the light entering from the north—this gives only a bird's-eye-view idea of the first structure of its kind in the world. Perfection, however, has been attained in everything. For, in addition to perfect light, there is a perfect system of ventilation and heating. The entire system of machinery is operated by electricity, and not a belt or pulley is to be seen. All departments being on one floor naturally facilitates the business of the works, and consequently the 2,000 employes are like a trained army, moving with regular and clock-like precision. Situated at the south limits of the city, and accessible by a direct street-car line to the very door of the institution, the Conkey plant has been made ideal by the beautiful park, with its lawns, lakes and flowers, which entirely surrounds it. The W. B. Conkey Company has taken a long step in the direction of that union of art and industry to which modern social reform is tending.

Simplex Railway Appliance Company.—The Simplex Railway Appliance Company comprises one of the most valuable plants in the Calumet region, occupying eight acres of ground, with 400 feet of dock frontage upon the banks of the Grand Calumet river. It is located on the Michigan Central railroad, Chicago Junction, the Monon and the E. J. & E. The buildings cover four acres of ground. The company has been located in Hammond five years, and is engaged in the manufacture of steel truck and body bolsters and brake beams for freight cars and locomotives. The company received last year about 40,000 tons of steel and malleable iron, and shipped out a like amount, involving the handling of 4,000 car-loads of material. The company employs 350 men, representing the best-paid labor in Hammond. The annual business of the company



W. H. GOSTLIN RESIDENCE
THOMAS HAMMOND RESIDENCE

F. R. MOTT RESIDENCE
JOHN H. GILLETTE RESIDENCE

RICHARD MCHIE RESIDENCE

LAWRENCE COX RESIDENCE
Webb Street

WALTER H. HAMMOND RESIDENCE

M. M. TOWLE RESIDENCE
W. H. HERSHMAN RESIDENCE

SCENES IN HOMEWOOD, HAMMOND'S FAMOUS SUBURB, FIVE MINUTES' WALK FROM THE BUSINESS CENTER



VIEW FROM THE HOHMAN STREET BRIDGE, SHOWING DOCK FRONTAGE

GENERAL VIEW OF PLANT

OFFICE BUILDING

SIMPLEX RAILWAY APPLIANCE COMPANY

INTERNAL IMPROVEMENTS

is from \$2,500,000 to \$3,000,000. In the fall of last year a branch plant was located at Montreal to take care of the company's Canadian business.

Hammond Illuminating Company.—Many municipal improvements are being pushed through with skill and rapidity in Hammond, and chief among them is the work that is being done by the Hammond Illuminating Company. Perfect lighting is one of the chief concerns to a community, and the reorganization of the Hammond Illuminating Company has given promise of this, a promise which is being quickly carried to fulfilment. The company owns both the gas and electric works, and is spending over a quarter of a million dollars on their improvement. The company supplies a large portion of the Calumet region in addition to Hammond, and is enlarging both the electric light plant and the gas works in order to be able to cover thoroughly Hammond, East Chicago, Whiting and Indiana Harbor. The new machinery being installed is of the latest improved type. The new building, 40x70 feet in dimensions, contains gas-making machinery, boilers, and the necessary compressors and pumps for operating a gas plant. Chief among the new improvements is a 400-horse-power compound condensing engine, of the Westinghouse type, driven by two 72-inch by 18 feet high-pressure boilers, carrying 150 pounds of steam; also two 200 "K. W." generators, one being used for the new arc system and incandescent lighting of Hammond, the other for day-power circuit. There will be an installation of new switch-boards throughout; the old arcs are to be removed, and installed in their places will be a new lamp—the inclosed or series arc system. This departure will cost over \$50,000. A 300,000-foot "holder," costing \$31,000, is one of the many additions to the gas works. In order to increase the capacity of the gas-plant, two more benches of sixes are being built. In all, the capacity of the gas plant will be 600,000 feet per day. The company is now engaged in putting under ground thirty-two miles of gas main, covering the outside towns and the unpiped portion of Hammond. All the gas will be made at the Hammond station and driven by compressors to the three adjoining towns. The main office is at Hammond. The original company was organized in 1901. The plant was purchased by C. H. Geist November 1, 1902, the present officers being C. H. Geist, president; R. C. Dawes, vice-president, and Henry C. Wood, secretary. J. P. Johnston, the manager, is one of the oldest and most experienced gas men in the country.



HAMMOND ELEVATOR COMPANY

Largest Elevator in Indiana

G. H. Hammond Company.—The G. H. Hammond Company has been one of the mainstays of Hammond since 1869, when it was started as a co-partnership concern by George H. Hammond, Marcus M. Towle and C. Ives. The great packing and slaughter houses now cover thirty acres of land, involving an annual business of \$50,000,000. The company slaughters annually 350,000 cattle, 350,000 hogs and 400,000 sheep. There are over 2,000 employees.

Hammond Elevator Company.—The establishment of the Hammond Elevator Company and the completion of the company's first elevator is another sign of the faith placed by capitalists in the future of the northern Indiana metropolis. The large elevator on the banks of the Grand Calumet river is a landmark, pointing out the future route of commerce, via the Calumet and Wolf lake harbor to Lake Michigan. The company was organized in December, 1902. At present the elevator has sixteen tanks with a capacity of 500,000 bushels. Sixteen additional tanks are being built, which will make the capacity 1,000,000 bushels. The elevator is 130 feet in height, and is equipped with two Howes oat clippers, with a capacity of 1,500 bushels an hour each. The elevator has a transfer capacity of fifty cars a day. It is by far the largest elevator in the state, and the machinery throughout is of the latest and most approved type. Its location, on the Michigan Central, the Chicago Junction and Elgin, Joliet & Eastern railroads and its dock frontage on the north bank of the Calumet river, makes it one of the most advantageously placed plants in Hammond.

United States Locomotive Corporation.—(Successors to Torbert & Peckham.) The business of this company consists of the manufacture and rebuilding of locomotives, cars, steam shovels and general railroad equipment. The plant occupies about fourteen acres of ground, upon which are located the main erecting and machine shop, 300x160 feet, with complete boiler shop, iron and blast foundries, blacksmithing shop, woodworking and paint shop, store house, pattern shop, etc. The works are fully equipped with the most modern and up-to-date tools and working machinery throughout all departments, and have a complete electric lighting plant and compressed air plant, which enables the company to use air tools extensively. The works are located upon three belt lines, connecting with all the railroads entering Chicago and Hammond, affording perfect and independent shipping facilities.



WORKS OF THE UNITED STATES LOCOMOTIVE CORPORATION
(Successors to Torbert & Peckham)

MONON DEAL CONSUMMATED

Chicago Steel Manufacturing Company.—This company occupies thirty acres, the buildings covering ten acres. The annual business is \$1,000,000. The products are high carbon, Bessemer, open hearth and crucible steel plates, cut steel and iron nails, shovels, spades and scoops, crucible steel-rubber padded horseshoes and steel fence posts. There are 250 employes. The works are located on the Pennsylvania, the Michigan Central, the Monon, the C. J. and the E. J. & E. railroads.

Mackie Steel Tube Company.—This company occupies three acres of land; the plant being located on the Michigan Central, Monon and Chicago Junction railways. The capacity is forty tons per day. The company manufactures steel conduit pipe, used for fire-proof insulating of electrical wires in buildings, bedstead tubing and metal specialties. Employment is given to 100 men.

Hammond Distilling Company.—This company owns six acres of land, the buildings covering one and one-half acres, and being the most modern and up-to-date in the United States. The plant is advantageously located on the Chicago Junction and Michigan Central railroads and the Grand Calumet river. It was established December 12, 1902. The annual business is now over \$6,000,000. The capacity of the plant is 25,000 gallons a day.

Hammond Lumber Company.—This company occupies ten acres of land, the buildings covering one and one-half acres. Four million feet of lumber is carried in stock, and 6,000,000 feet sold annually. A large planing mill is in connection with the yards. The company was organized in 1891, and is one of the largest in the district.

Hammond Boiler Works.—The specialties of this plant are high-grade boilers, stand pipes, stacks, both guyed and self-supporting, and structural iron work. The business was started one year ago, and is now one of the prosperous concerns of Hammond.

Other important industries in Hammond are the Cincinnati & Hammond Spring Company, the Champion Potato Machinery Company, the Paxton Lumber Company and the Indiana Starch Company.

Projected Enterprises.—The yards and shops of the Monon railroad will be located in Hammond on a large tract of land south of the Conkey plant, which was bought at about \$500 per acre.

The Hammond Pipe Line Service Company will shortly put up buildings for manufacturing refrigerating gas.



STATE STREET LOOKING WEST
LAKE COUNTY SAVINGS AND TRUST COMPANY

INTERIOR VIEW OF COMMERCIAL BANK
THE FIRST NATIONAL BANK BUILDING

BANKS OF HAMMOND

The banks of Hammond have kept abreast with the general growth of the city; they are controlled and managed by progressive, yet conservative men. Their official personnel is composed of the leading men of Hammond, men who have watched and fostered the city's development from its infancy.

The Commercial Bank, with its capital of \$100,000, and surplus and undivided profits of \$50,000, is a strong and well-managed institution, which has, in connection with its commercial business, a savings department and a well-appointed safety deposit vault, thereby being splendidly equipped to give its large patronage the best of service. The following are the officers: Thomas Hammond, president; J. A. Ostrom, vice-president; John W. Dyer, cashier; directors, K. H. Bell, Adam R. Ebert, John W. Dyer, E. Chapman, Thomas Hammond, J. P. Lyman, J. A. Ostrom, J. D. Standish, W. P. Jenkins.

The First National Bank has a capital of \$50,000, with \$50,000 of surplus and undivided profits. It is located on the best corner in the city and has one of the best equipped banking rooms in the state. The institution is owned by local capital entirely, and is managed by men who are fully alive to the demands of its large patronage. The increase in deposits in the past one and one-half years from \$200,000 to nearly the half million mark is the best evidence of the confidence the community has in its management. The following are its officers: A. Murray Turner, president; E. C. Minas, vice-president; W. C. Belman, cashier; directors, A. M. Turner, E. C. Minas, Peter W. Meyn, W. C. Belman, W. F. Mashino.

The Lake County Savings and Trust Company was organized January 1, 1903, with a capital of \$50,000. It has already demonstrated its usefulness to the community, and provides a place for an army of laboring people to lay aside a portion of their earnings in small sums at a time. It has the largest insurance business of any office in the northern portion of Indiana, and with its 300 safety deposit boxes and its convenient and handsome rooms, it has proven to be a valuable addition to the city of Hammond. The following are its officers: Peter W. Meyn, president and manager; Frank Hess, vice-president; W. C. Belman, secretary-treasurer; directors, Peter W. Meyn, Frank Hess, J. N. Beckman, A. M. Turner, E. C. Minas, E. Ullrich, W. C. Belman.



LAFAYETTE SCHOOL
CENTRAL SCHOOL



ST. PAUL'S LUTHERAN SCHOOL

"Delightful task to rear the tender thought,
And teach the young idea how to shoot"—*Thompson*



FRANKLIN SCHOOL
WASHINGTON SCHOOL

PUBLIC SCHOOLS OF HAMMOND

In no interest has Hammond made such marvelous growth as in her public schools. In eighteen years they have risen from four teachers to sixty-five; from a little old frame building on cedar posts to eight buildings, six of which are brick with stone foundations.

The following figures give some idea of the growth of Hammond:

In 1884 the enumeration shows 599 children of school age. In 1894 the enumeration was 2,325, while in May, 1902, it was 4,523. In May, 1900, the enumeration showed a gain of seven per cent.; in May, 1901, a gain of eight per cent.; in May, 1902, a gain of sixteen per cent.

The Lincoln building was put up in 1887 at a cost of \$15,000. Riverside, on Calumet avenue near the river, was built in 1891 at a cost of \$16,000. The Central building, on the corner of Hohman and Fayette streets, was built in 1893 at a cost of \$51,000. The Lafayette building, on the corner of Calumet avenue and Sibley street, was put up in 1898 at a cost of \$18,000. The Washington school, on Williams street, was erected in 1900 at a cost of \$21,000. The Franklin building, just completed, is in the Robertsdale division of Hammond, almost within a stone's throw of Lake Michigan. This building, though containing but eight school rooms, is by far the best in point of neatness and workmanship of any in the city. It was built at a cost of \$30,000. In estimating the cost of these buildings the grounds have not been considered. These grounds, with the exception of the Franklin and Washington sites, have been graded and sodded. From the time that spring opens to the falling of the leaves, the lawns present a beautiful appearance, decorated as they are with floral designs. The Board of Education is now taking steps toward the grading and ornamentation of the grounds belonging to the other buildings, so that before this summer is over, all the school buildings and grounds of Hammond will be made attractive.

Manual training has not yet been established in all the grades, but from present indications the time is not far distant when Hammond will be considered thoroughly up to date in that respect. A mass meeting of the citizens and teachers was held March 5th for the purpose of discussing the advisability of introducing manual training in connection with all the grades, and the plan received enthusiastic support. The city supports six free kindergartens.



P. W. MEYN RESIDENCE

HAMMOND'S PRINCIPAL RESIDENCE STREET—HOHMAN, LOOKING SOUTH FROM CARROLL

REAL ESTATE IN HAMMOND

Few fields offer richer opportunities for investment or speculation than the city of Hammond ; for, notwithstanding the rapid progress the city has made in late years, doubling its population several times in the last decade, desirable vacant and improved property may be had at comparatively low figures. That purchases should prove profitable within a short time would seem apparent by looking back at the history of Hammond and scanning the records of real-estate transfers within the past years.

The original town of Hammond was laid out by Marcus M. Towle and James N. Young, in 1884. Lots of 50-foot front were then sold at from \$100 to \$150 apiece.

The following facts speak for themselves:

In 1891 Mrs. Mary Schutz purchased the lot on the northeast corner of Fayette and Hohman streets for \$150 on the monthly payment plan. She sold the same, without improvements, one year ago, to Sidmon McHie, for \$12,500.

In 1885 August Payjunk purchased from M. M. Towle for \$150 the lot on which the Commercial Bank now stands. Five years later (in 1890) he sold it to K. H. Bell for \$10,000.

The corner lot on Sibley and Hohman streets, where the First National Bank now stands, was purchased in 1884 by Mrs. E. H. Tapper for \$150. Two years ago it was improved by a \$30,000 building, and an offer of \$47,500, recently made to Anton H. Tapper, the present owner, was refused.

The following are the most important realty transactions in the last two years, most of them made by Gostlin, Meyn & Co.:

Two 50-foot lots at the corner of Russell and South Hohman streets, for a hotel building ; consideration \$7,000; five acres on the Calumet river to the Hammond Elevator Company, \$3,000; twenty acres, with buildings, to the United States Locomotive Works, for \$16,000; seven acres on the Calumet river to the Hammond Distilling Company, for \$10,000; 50-foot lot on Fayette and Hohman streets to Sidmon McHie, for \$12,500; one 25-foot lot at Calumet avenue and State street to Sidmon McHie, \$3,000; six 50-foot lots on Oakley avenue, State street and Plummer avenue, to the U. S. government, for Federal building, \$19,500; three lots to the Lake county commissioners, for Superior Court building, \$5,500.



LION STORE—LARGEST STORE IN NORTHERN INDIANA
Kaufmann & Wolf, Proprietors—One Hundred Clerks—Two Hundred Feet Frontage

READS LIKE ROMANCE

Seventy-five feet on West State, near Hohman, to A. M. Turner, Jerry Brennan and Joseph Wise, for \$13,000.

Ten acres on South Hohman street, near Conkey avenue, to Gostlin, Meyn & Co., by the Zachaw estate, for \$10,000.

A 25-foot lot on Rimbach avenue, near Hohman, to the Chicago Telephone Company, by A. M. Turner, for \$2,750.

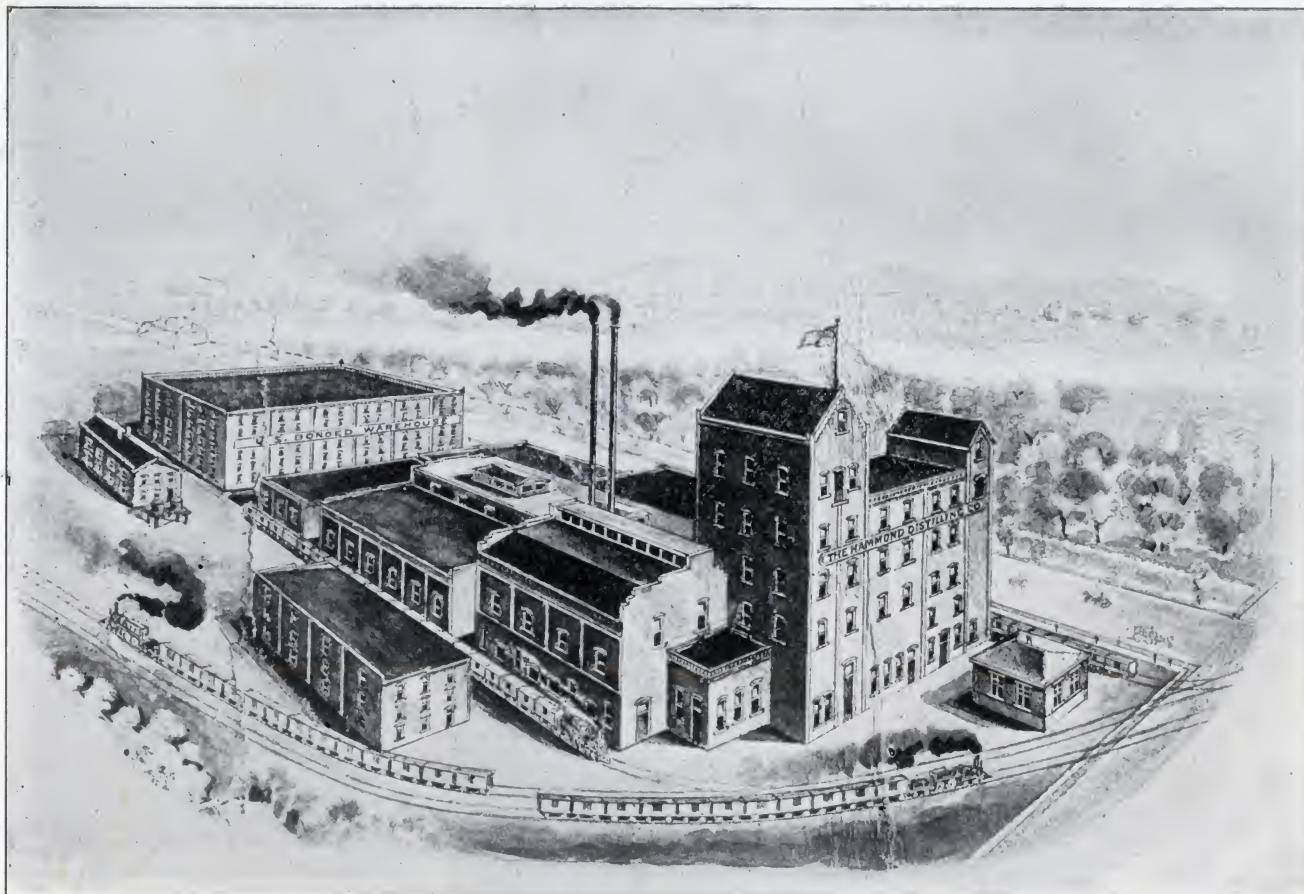
Eight acres to the Simplex Railway Appliance Company, for \$30,000.

Three acres to the Elgin, Joliet & Eastern railroad, for \$15,000.

Residence lots in desirable portions of Hammond range from \$200 up. Several subdivisions have been made in recent years—among the most important being the following, laid out by Stafford & Trankle:

Stafford & Trankle's Addition, comprising twenty-five acres, situated east of Calumet avenue, west of Hickory street and south of Hoffman street, was platted January, 1901, into 235 lots; 215 were sold in four months. Second Addition, five acres, north of 150th street, east of Pine street, west of Oak street, was platted July, 1901, into forty-seven lots; forty-five were sold in thirty days. Grove Addition, twelve and one-half acres, east of Smith street, north of Michigan avenue, to Calumet river and west of Hickory street, was platted August, 1902, into 120 lots; eighty were sold in sixty days. Iron Workers' Addition, ten acres, east of Hickory street, west of Columbia avenue, south of Hoffman street, was purchased December, 1903, and platted into ninety-four lots; eighty-three were sold in thirty days. Fifth Addition, ten acres, east of Calumet avenue, west of Pine street and north of 150th street. This tract has just been purchased and is being platted into ninety lots. Of the 496 lots platted in the first four subdivisions, 423 lots were sold during the years 1901 and 1902. These lots have been sold to the wage-earner, not the speculator, and a great number of cottages have been erected, which has added to the value of the surrounding property.

Establishment of the Conkey Plant.—The establishment of the W. B. Conkey Company in 1898 greatly accelerated the growth of Hammond, and this industrial achievement was brought about by the liberal action of George E. Rickcords, of Chicago, who donated ten acres of land and sold seventy acres more at a nominal price to the Hammond Land & Improvement Company for the purpose of establishing the plant. This land was subdivided as the Franklin addition to Hammond. Mr. Rickcords has still sixty acres of very choice property to the south of and



HAMMOND DISTILLING COMPANY'S PLANT

Best Equipped Distillery in America

adjoining this subdivision, which will be improved and made the very choicest residence property in the city of Hammond.

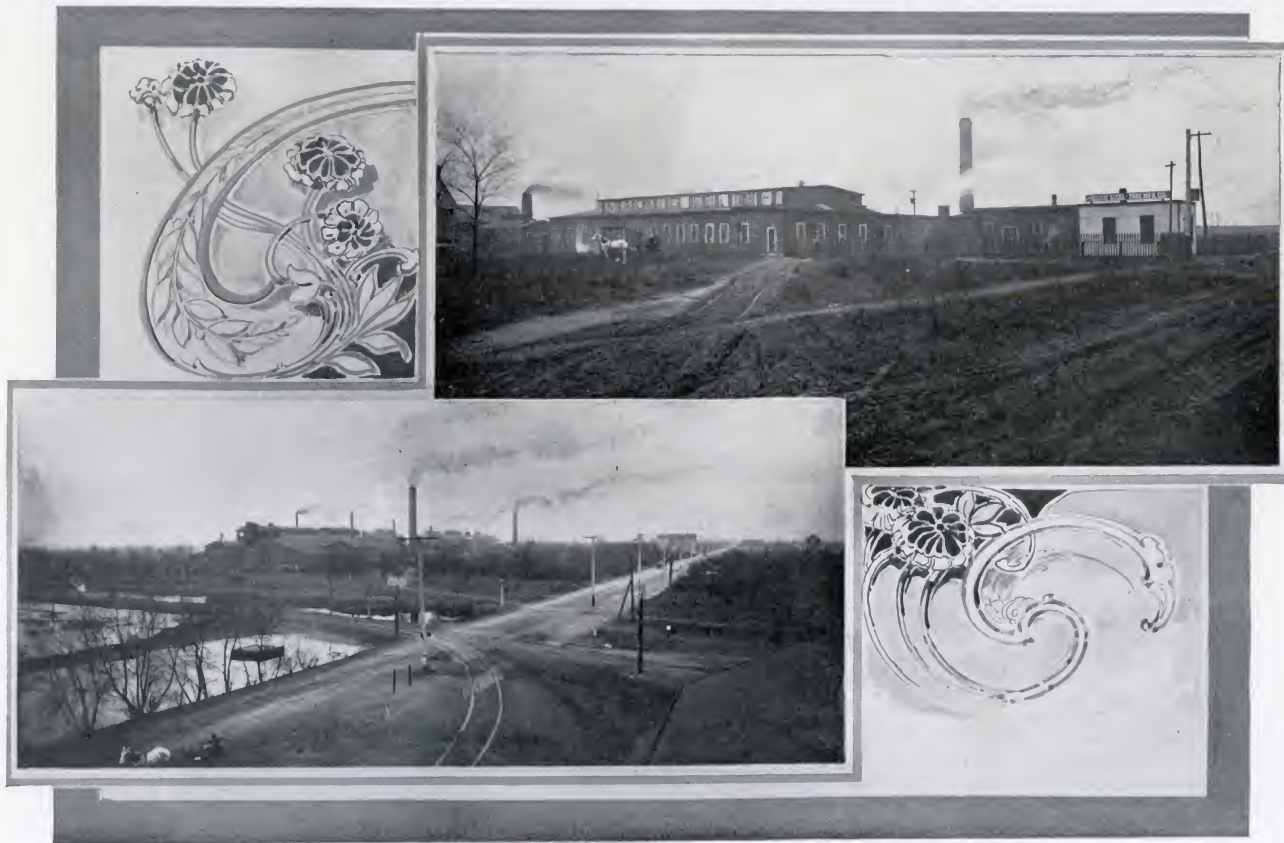
Forsyth Tract.—A tract of land that has not yet been subdivided, but which will soon be the theater of much industry, owing to its unrivaled location, is the Forsyth tract. This valuable tract consists of one thousand acres at the north end of the city of Hammond. It lies high and dry and constitutes one of the best sites for factory purposes in the Calumet region. The tract fronts on Lake Michigan, Wolf lake and Wolf river. Reference has been made elsewhere to the opinion expressed by the government engineers as to the pre-eminence of Wolf lake as an inland harbor. Most of the territory in the vicinity of the Forsyth tract is already built up.

TO SUM UP

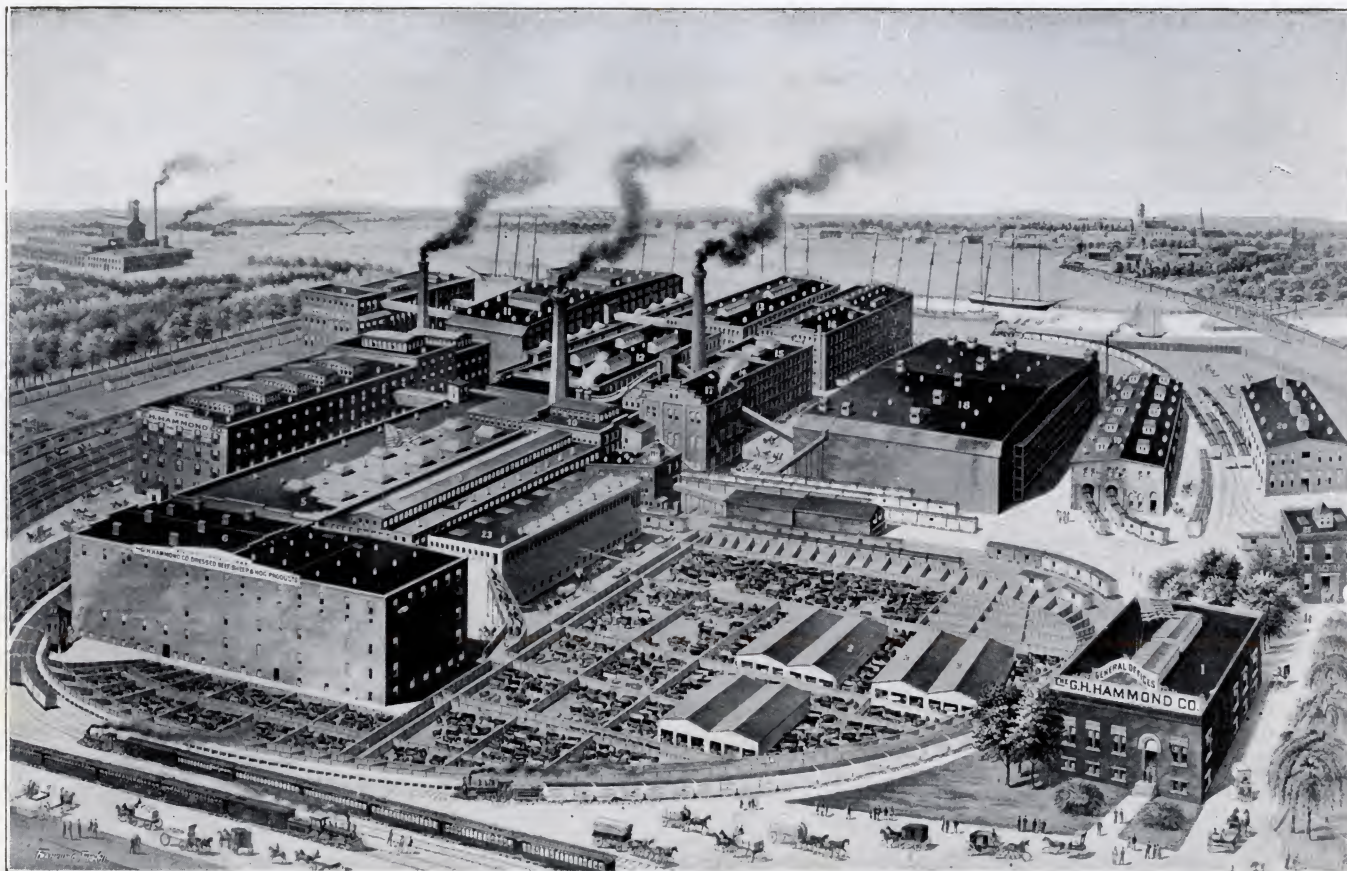
At the commercial heart of the continent ; on navigable waters ; the point into which converge the principal traffic thoroughfares between the Atlantic and Pacific, between the Great Lakes and the Gulf of Mexico ; where the Standard Oil Company has invested more than twenty millions of capital in ten years to construct and operate its world-famous distillery for refining petroleum ; where beef, mutton and pork are cured in train-load consignments every day of the year ; having the largest printing and publishing house on the face of the globe ; with electric car lines in operation, under construction, or contemplated, converging from Cincinnati, Cleveland, Detroit, Indianapolis, *through its streets into Chicago* ; with schools, churches, banks and theaters ; the point where pine lumber from the north, hardwood lumber from the interior, copper ore and iron ore, coal from the anthracite and bituminous fields, granite, limestone, sandstone and marble, meet in the rough, are converted into finished products, and shipped to consumers at every point of the compass ; with an alert, enterprising and progressive class of people, whose industry is strenuous and tireless ; where land is valuable, but cheap, and taxes are low—this is the summary of Hammond, a community that never was boomed, but that surely is destined to become the most populous and important industrial city in the state of Indiana. There still is room on the ground floor for those fortunate ones who know a gem when they see it in its matrix.



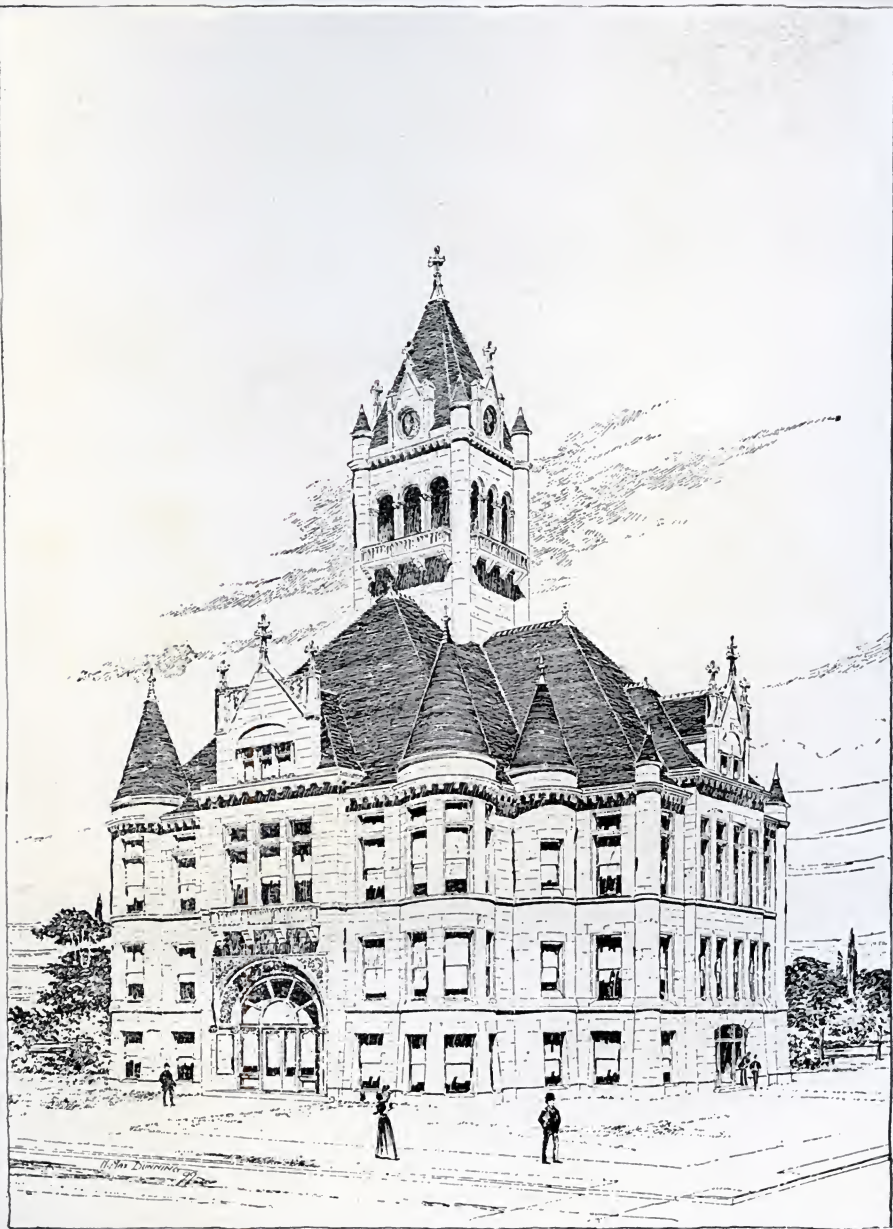
YARDS OF THE HAMMOND LUMBER COMPANY



WORKS OF THE MACKIE STEEL TUBE COMPANY
CHICAGO STEEL MANUFACTURING COMPANY'S PLANT



G. H. HAMMOND COMPANY'S PLANT
Covers Thirty Acres



J. T. HUTTON, ARCHITECT

CALDWELL AND DRAKE CONTRACTORS

LAKE COUNTY SUPERIOR COURT BUILDING



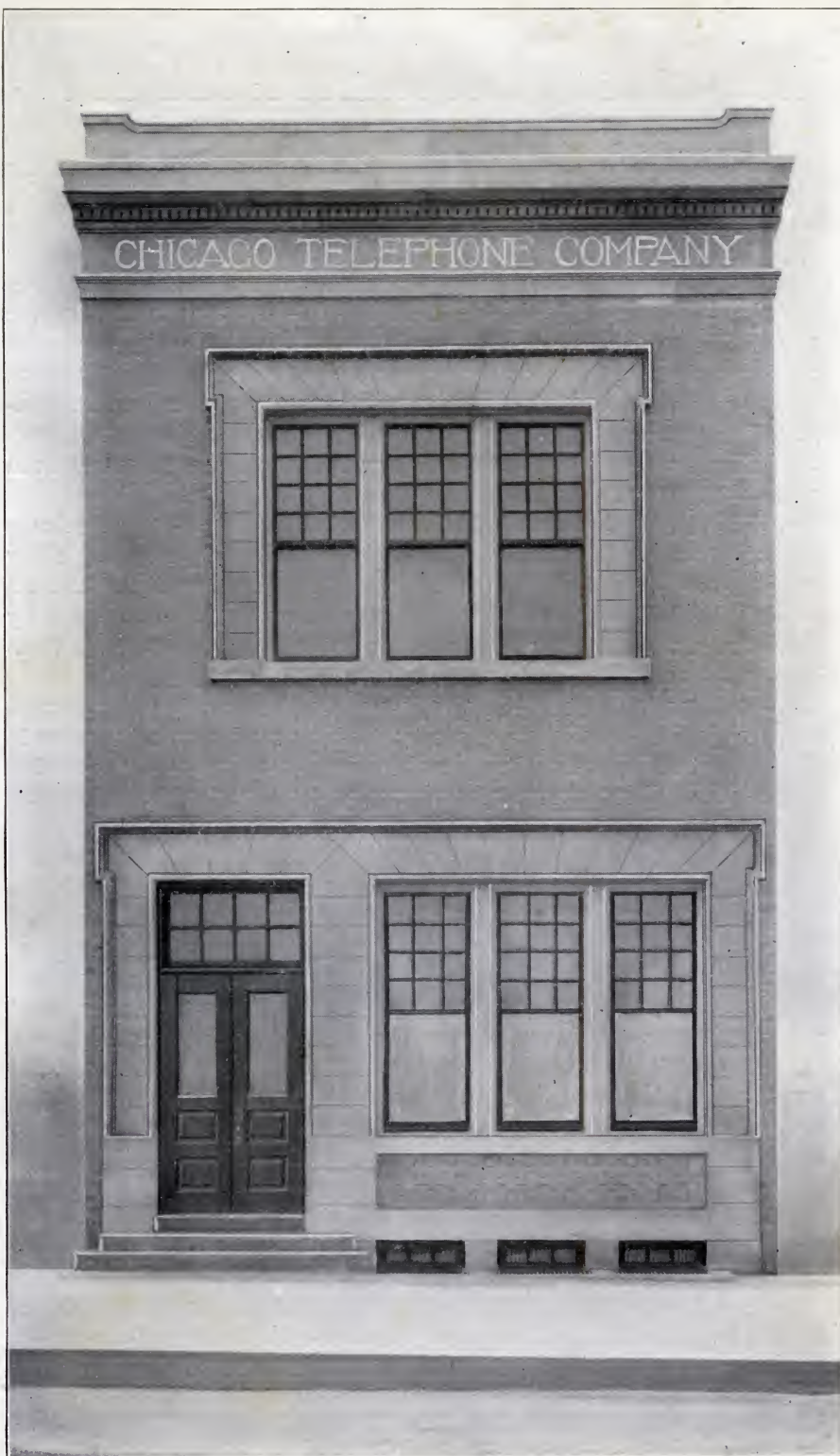
INTERIOR VIEW OF CAR OF HAMMOND, WHITING & EAST CHICAGO ELECTRIC
RAILWAY COMPANY

Line from Hammond to Sixty-third Street



FEW OF THE EMPLOYEES OF THE UNITED STATES LOCOMOTIVE CORPORATION
(Successors to Torbert & Peckham)

"From labour health, from health, contentment springs."—*Beattie*



THE CHICAGO TELEPHONE COMPANY'S NEW BUILDING

CHICAGO TELEPHONE COMPANY

The City of Hammond enjoys the distinction of being the only city in the State, of its population, having strictly metropolitan telephone facilities.

Few residents of Hammond have more than a vague idea of the remarkable progress made by the Chicago Telephone Company in the last year. During that time the company has been vigorously at work, employing a large number of men in building its new plant, and has completed an exchange building that compares favorably, from an architectural standpoint, with the finest buildings in Hammond, and is modern in every appointment.

The company has over 850 telephones in this city and the number is increasing daily. The value of the telephone is now apparent to every merchant, and they find it almost impossible to conduct their business affairs without it. The value of this service can best be estimated by the fact that the company now has over 100,000 telephones in its territory, which are accessible to all its patrons.

Another very important feature is the excellent service to Chicago. This service is of vital importance to the large manufacturing concerns in Hammond which make their headquarters in Chicago, and for this purpose the company is operating direct toll lines, besides several private lines for heavy users.

The new switchboard now being installed is technically known as a relay multiple board, and is without question the finest piece of furniture in Hammond, representing an outlay of more than \$15,000. It has all of the latest improvements, and will be operated by means of miniature incandescent electric lights. Its present capacity is for 5,000 subscribers.

There is one feature in connection with the interior arrangement that will attract the most favorable attention from the public, for the reason that the operators' physical welfare is provided for in the largest possible measure. It is the rest-room set apart for the girls who operate the switchboard. The room extends across the entire rear of the second floor of the building, and is large, commodious, splendidly ventilated, sanitary in every respect, and really homelike.

It may be some satisfaction to the citizens of Hammond to know that they have a telephone plant as finely equipped as can be found anywhere in the country, and that the company will make every effort to furnish telephone service commensurate with the demands of a city of Hammond's importance.



TWO BIRD'S-EYE VIEWS OF HAMMOND FROM LAKE COUNTY SUPERIOR
COURT BUILDING



HAMMOND'S GARDEN SPOTS—LAKES, RIVERS AND PARKS

"All nature laughs, the groves are fresh and fair;
The sun's mild lustre warms the vital air."—*Pope*